



Christopher F. Nevins
Chairman
[Airlines]
July 27, 2018 – April 23, 2022

Lorri E. Badolato
Vice Chairman
[Corporate Aviation]
October 7, 2020- July 25, 2024

Thomas J. Malafronte
Secretary
[Airport Management]
November 22, 2017- July 25, 2021

Garrett Miller
[General Aviation]
July 27, 2018 - April 23, 2022

William J. Moran Jr.
[Airport Authority]
November 22, 2017 – July 25, 2021

VACANT
Vice Chairman
[Aviation Association of New
Hampshire]

Victoria F. Sheehan
[Commissioner, NHDOT
Ex officio]



RSA 21-L:8

Aviation Users Advisory Board (AUAB) was established in 1986. Members to the AUAB are appointed by the Governor as an advisory board to the director of aeronautics, rail and transit.

October 8, 2021

To: Aviation Users Advisory Board (AUAB)

The next meeting of the Aviation Users Advisory Board is scheduled for **Friday, October 8, 2021 at 10:00 AM being held in the Commissioner’s Conference Room at the John O. Morton Building. Microsoft Teams access is also available and the access information is below:**

Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 603-931-4944,417932123#](#) United States, Concord

Phone Conference ID: 417 932 123#

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Approval of Minutes- December 18, 2020

- Chairman’s Comments
- Public Comment
- Remaining AUAB Schedule for 2021
October 8, 2021 @ 10:00 AM
December 17, 2021 @10:00 AM

New Business

Aircraft Registration Report to the Governor and the House/Senate Ways and Means Committees – Danielle P. Hutchinson and Karla Lutz

Legislation

2022-2644 -Permitting the use of Drones on the statewide trail system

**NEW AUAB Member Discussion- UAS Industry
AANH**

AUAB

Aviation Users Advisory Board

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Old Business

- Airport Update- Handout
- TSA Passenger
- Update on CARES, CRRSSA and ARPA (COVID Funds)

Executive Session – if necessary.

AUAB Meeting on March 19, 2021

10:02 Meeting called to order by the Chairman Nevins

COVID-19 Notice of protocol for online meeting was recited by Chairman Nevins.

In attendance from the Board: Chris Nevins, Lorri Badolato, Garrett Miller, Bill Moran, Tom Malafronte.

In attendance from the Bureau of Aeronautics: Patrick Herlihy, Tricia Lambert, Will Stanfield, Danielle Plant, Carol Niewola

Members of the public were in attendance: Rita Castonguay; Andrew Pomeroy; Sen. Robert Guida (briefly)

Review of the minutes. Chairman Nevins – No comments from the members; Chris corrected the title of Senator Guida (incorrectly identified as House Representative).

Motion to accept the Minutes was made by Garret Miller, Tom Malafronte seconded, confirmed by unanimous vote.

Comment by the public:

No Comments from the public.

AUAB Meeting Schedule for 2021 is as follows:

March 19, 2021 10:00 AM

June 18, 2021 10:00 AM

September 17, 2021 10:00 AM

December 17, 2021 10:00 AM

New Business

Tom Malafronte – Manchester-Boston Airport Update

Tom provided a slide presentation on MHT activity and strategic plan:

Recovery (TSA through-put): April 9, 2020 was a low point with 84 people screened, then improvement with approximately 1000 people screened in July; activity leveled off at 865 persons screened on average through 4th quarter with a bump in December. Current quarter – CDC guidance does not recommend air travel so MHT is in a holding pattern on activity. Activity 2019 vs 2020 – 2-3k people, 2020 shows 500 -1000 per about 70% off. 20 vs 21 showing improvement but caution is advised. Recovery is tracking the slow recovery model but may accelerate with United comes back on and American increases activity in June, and with vaccinations. Hoping for moderate recovery starting June-July. Trending currently above slow recovery model but not quite moderate. CARES, CRRSA and ARP money has helped the airport stay afloat by supporting salaries and paying down debt in order to lower costs to carriers which will help MHT to be more competitive.

Aeroterm is developing new cargo complex (tenants not yet identified by Aeroterm). This is a public-private project. Increases in landed weight will help lowering the costs to the airport (and therefore airport tenants) because total increased landing fees should exceed airfield cost, with overages then going to reduce airlines terminal fees. Timeline: should be announced by Aeroterm likely in the next month or so, with construction to be fast-tracked in hopes of opening sometime in 2022.

Airport is working with local groups to back a small community air travel grant from the Federal government (anticipating \$1m grant request). The application must tell Federal Department of Transportation what airport is looking for – marketing to attract a new ultra-low fare carrier to try to push United and American to compete with fairs to stop shedding capacity to Boston due to price competition.

GBAC Star accreditation achieved by the airport (cleaning/disinfecting/safety standards audit) – certified MHT is meeting standards so the public can be assured.

Taxiway Hotel RIM redesign (100% FED match under CARES Act) to reconfigure Taxiways H & L to remedy incursion issues. Design 95% complete. Taxiway labels will change as well.

Taxiway A1 and A2 hold line reconfiguration because current double hold line set up is not working. Eliminate second hold line.

Upgrading Terminal fire alarm system.

Replacing main elevator and escalator while traffic is down – one year timeline to complete.

Airport operating time coming back together April 5 (currently working in A&B rotating teams)

COVID-19 Update:

Airway Toll

Charts: 12-year history of Airway Toll (fuel tax) collections fiscal year data through 2020 with current quarter data added to trend graphs

Month over month: 2008 peak, 1998 previous low, with 2018-2021 overlay. Current collections trend line (and month to month) is mimicking trends but just at a lower level due to COVID. We are consistent with National Trends – hoping for greater uptick with vaccinations.

TSA Passenger Throughput

MHT trends are matching national trends.

Chris – Anecdotally, throughput is increasing.

Alton Bay Ice Runway

Carol Niewola – The airport opened February 10 (lake was about 1 month late in icing over compared to normal) and was open only 9 days (usually open at least 4 weeks, and as much as 8 weeks; no weeks in 2020). Will Stanfield did inspections and was able allow helicopters in first but opening for fixed wing activity was delayed; ultimately only a runway, but no taxiway, was open due to insufficient ice thickness). The apron was similarly impacted by ice thickness, with only 25 (vs. 32) aircraft able to park.

Pilots were very cooperative and patient. 258 landings were logged. Public was not permitted on the apron this year due to COVID safety rules and the public was cooperative.

Skybright at Laconia said aircraft waiting to land went there to re-fuel due to long air holds.

Bubblers at docks caused issues with ice thickness due to warmer temps (in colder winters this has not been a problem).

Current State Legislative Matters

LSRs are out and available to view.

HB-298 to add UAS board Member to AUAB, sponsored by Rep. Kenneth Weyler. Pushed through transportation committee; goes to the Senate floor for a vote and then to the Governor for signature.

Omnibus bill: Laser Legislation/UAS Restriction? SB-134 Rep. Ken Weyler and Sen. Carson have both helped with language and efforts to push the legislation forward. The laser legislation has ended up in an Omnibus bill, which also included provisions to regulate UAS (based on the testimony, the language is intended to regulate where in the airspace UAS can fly by adding provisions that would permit a homeowner to sue a UAS operator for flying UAS over the owner's home). Patrick and Trish testified against these provisions arguing that the language is attempting to regulate airspace and only the FAA may regulate airspace (federal preemption).

HB-1 & HB-2 Operational Budget and HB-25 Capital Budget – in House presently.

Bureau made out reasonably well given current COVID budget issues so they should be able to fund UAS position. HB-2 UAS definition language (consistent with FAR) and codify UAS law into NH laws. Public hearing on operational budget.

HB-25 got everything we wanted 2.5 mil to match AIP program 25k for computer system; Support seems to be there for budget requests.

Future of Roadable Aircraft – Terrafugia in MA still functional (manufacturing other things); does have an experimental light sport type certificate for the aircraft, not as a car; sold out to a Chinese company, laid off employees and will further develop in China. Future on roadable aircraft is not great presently. Technology is not sufficient at this time. NH had passed legislation to make it easier for the development of roadable cars. MHT gyro type aircraft also in development; issues with registration costs – current law is: DOT would register first, and DMV would use DOT registration number for road travel, but duplicate registration fees - \$100 aircraft but capped \$2000 for town (road). One gyro-type craft registered in NH as an aircraft.

City of Manchester companies to ETOL and EVTOL for moving cargo and people between points possibly bypassing airports (will affect airspace, airport operating cost/revenues, airline activity)

Old Business

Review of Airport Update handout provided to meeting participants and will be to GSAMA at their quarterly meeting (3/26/2021).

Tom Malafronte asked if CRRSAA or ARP grant money will need to go through the Governor and Governor's Counsel before distributions. Trish thought that, yes, the grant allocations likely will flow through the Governor's office similar to CARES Act.

Will Stanfield is leaving the Bureau and joining a railroad in MA in a management position. Will's last day is Thursday, March 25, 2021.

The meeting was adjourned at 11:33 upon a motion by the Vice Chair, seconded by Bill Moran, and the motion was accepted by a unanimous vote.



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

Bureau of Aeronautics
August 17, 2021

The Honorable Norman Major, Chairman
House Ways and Means Committee
State House
Concord, NH 03301

INFORMATIONAL ITEM

In accordance with RSA 422:31-a Reporting by Commissioner, attached are the Department's annual reports for the period ending June 30, 2021 which are submitted for review by the Governor's Office, House and Senate Ways and Means Committee.

EXPLANATION

RSA 422:31-a Reporting by Commissioner reads as follows:

“On or before September 15 of each year, the commissioner shall certify in a report to the governor and the chairpersons of the house and senate standing committees on ways and means the following information: for the fiscal year just ended, the numbers of aircraft registered in each of the weight classes listed in RSA 422:31, III; operating fee revenues received by weight class; the numbers of aircraft by weight class that were based during the fiscal year at each of the airports open for public use; and a summary report showing the total numbers of such registered aircraft by weight class by year beginning with the fiscal year ending June 30, 2017. “

The attached spreadsheets provide the following information:

1. The number of aircraft registered and Operating Fee revenues received by weight class for SFY 2019, SFY 2020 and SFY 2021.
2. The number of aircraft registered by weight class by airport for SFY 2017, SFY 2018, SFY 2019, SFY 2020 and SFY 2021.
3. The number of aircraft registered by weight class for SFY 2017, SFY 2018, SFY 2019, SFY 2020 and SFY 2021.
4. Summary breakdown of number of aircraft registered by weight class for SFY 2017, SFY 2018, SFY 2019, SFY 2020 and SFY 2021.

The data was determined by the date the check was received by the Department. NH aircraft registrations are collected based on calendar year, not state fiscal year. The data for SFY 2019, on the attached spreadsheets, are based on a 12 month period from July 1, 2018 through June 30, 2019. The aircraft registration information provided includes 6 months of aircraft registered under the old registration rate formula (July 1, 2018 - December 31, 2018) and 6 months of aircraft registered under the new aircraft registration rate formula (January 1, 2019 - June 30, 2019).

The data for SFY 2020, on the attached spreadsheets show the first full year of aircraft registration under the new rate formula below:

“III. An aircraft operating fee for each aircraft for which a state registration certificate is required. The amount of the fee for an antique aircraft, glider, or experimental aircraft shall be \$100. The amount of the fee for all other aircraft shall be based on the maximum certificated gross weight of the aircraft, as follows:

0-3,000 lbs. \$ 100

3,001-8,000 lbs. \$ 250

8,001-12,500 lbs. \$2,500

more than 12,500 lbs. \$3,500”

I hereby certify to the best of my knowledge that the information submitted in this report is true and correct.

Sincerely,

Victoria F. Sheehan
Commissioner

Attachments



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

Bureau of Aeronautics
August 17, 2021

His Excellency, Governor Christopher T. Sununu
Office of the Governor
State House
107 North Main Street
Concord, NH 03301

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William Cass, P.E.
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The Honorable Bob Guida, Chairman
Senate Ways and Means Committee
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Commissioner

Attachments

NUMBER OF AIRCRAFT REGISTERED¹ AND OPERATING FEE REVENUES RECEIVED BY WEIGHT CLASS²
SFY2019 - SFY2020 - SFY2021

| Weight class | SFY2019 | | SFY2020 | | SFY2021 | |
|---------------------------------|----------------------------------|------------------------|----------------------------------|------------------------|----------------------------------|------------------------|
| | Number of Aircraft Registrations | Operating Fees Revenue | Number of Aircraft Registrations | Operating Fees Revenue | Number of Aircraft Registrations | Operating Fees Revenue |
| 0 - 3,000 lbs. | 165 | \$ 26,200.58 | 158 | \$ 17,019.25 | 153 | \$ 14,966.34 |
| 3,001 - 8,000 lbs. | 136 | \$ 136,026.20 | 147 | \$ 36,942.32 | 128 | \$ 31,917.20 |
| 8,001 - 12,500 lbs. | 63 | \$ 241,298.98 | 56 | \$ 134,583.33 | 53 | \$ 131,041.67 |
| over 12,500 lbs. | 56 | \$ 436,895.39 | 63 | \$ 278,665.28 | 51 | \$ 173,541.67 |
| Antique, Experimental or Glider | 1007 | \$ 103,919.90 | 1006 | \$ 102,934.93 | 982 | \$ 98,147.65 |
| Total³ | 1,427 | \$ 944,341.05 | 1,430 | \$ 570,145.11 | 1,367 | \$ 449,614.53 |

¹Number of aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total Includes Aircraft Renewal Registrations, Back-billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver. Breakdown for 2019: 1,152 Renewals (\$546,243.66) + 181 Back-billed (\$347,718.91) + 94 New (\$50,378.48) = 1,427 aircraft (\$944,341.05) Breakdown for 2020: 1,269 Renewals (\$424,482.64) + 30 Back-billed (\$74,779.08) + 131 New (\$70,883.39) = 1,430 aircraft (\$570,145.11) Breakdown for 2021: 1,199 Renewals (\$381,278.83) + 28 Back-billed (\$18,272.67) + 140 New (\$50,063.03) = 1,367 aircraft (\$449,614.53)

NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

| B18 - Alton Bay | Weight class | Number of Aircraft | | | | |
|-----------------|--------------------------|--------------------|----------|----------|----------|----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 0 | 1 | 2 | 1 | 0 |
| | 3,001 - 8,000 lbs. | 0 | 0 | 0 | 0 | 0 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 0 | 0 | 0 | 0 | 0 |
| | Total³ | 0 | 1 | 2 | 1 | 0 |

| BML - Berlin | Weight class | Number of Aircraft | | | | |
|--------------|--------------------------|--------------------|-----------|-----------|-----------|-----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 1 | 1 | 0 | 0 | 0 |
| | 3,001 - 8,000 lbs. | 0 | 0 | 0 | 0 | 0 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 10 | 12 | 12 | 10 | 13 |
| | Total³ | 11 | 13 | 12 | 10 | 13 |

| ASH - Boire Field | Weight class | Number of Aircraft | | | | |
|-------------------|--------------------------|--------------------|------------|------------|------------|------------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 36 | 28 | 31 | 37 | 32 |
| | 3,001 - 8,000 lbs. | 27 | 24 | 23 | 21 | 22 |
| | 8,001 - 12,500 lbs. | 3 | 3 | 2 | 0 | 0 |
| | over 12,500 lbs. | 11 | 10 | 10 | 15 | 11 |
| | Antique, Exp. or Glider | 141 | 139 | 160 | 160 | 163 |
| | Total³ | 218 | 204 | 226 | 233 | 228 |

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

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NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

| CNH - Claremont | Weight class | Number of Aircraft | | | | |
|-----------------|--------------------------|--------------------|-----------|-----------|-----------|-----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 7 | 3 | 2 | 4 | 2 |
| | 3,001 - 8,000 lbs. | 2 | 4 | 2 | 3 | 0 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 7 | 11 | 16 | 11 | 19 |
| | Total³ | 16 | 18 | 20 | 18 | 21 |

| 4C4 - Colebrook | Weight class | Number of Aircraft | | | | |
|-----------------|--------------------------|--------------------|----------|----------|----------|----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 0 | 0 | 2 | 1 | 1 |
| | 3,001 - 8,000 lbs. | 0 | 0 | 0 | 0 | 0 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 6 | 6 | 6 | 6 | 5 |
| | Total³ | 6 | 6 | 8 | 7 | 6 |

| CON - Concord | Weight class | Number of Aircraft | | | | |
|---------------|--------------------------|--------------------|-----------|-----------|-----------|-----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 8 | 9 | 6 | 8 | 7 |
| | 3,001 - 8,000 lbs. | 3 | 7 | 5 | 9 | 8 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 47 | 60 | 74 | 80 | 71 |
| | Total³ | 58 | 76 | 85 | 97 | 86 |

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

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³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

| 5B9 - Dean Memorial | Weight class | Number of Aircraft | | | | |
|---------------------|--------------------------|--------------------|-----------|-----------|-----------|----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 4 | 3 | 2 | 1 | 1 |
| | 3,001 - 8,000 lbs. | 1 | 2 | 0 | 2 | 0 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 7 | 11 | 8 | 7 | 8 |
| | Total³ | 12 | 16 | 10 | 10 | 9 |

| EEN - Dillant-Hopkins | Weight class | Number of Aircraft | | | | |
|-----------------------|--------------------------|--------------------|-----------|-----------|-----------|-----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 10 | 10 | 7 | 6 | 10 |
| | 3,001 - 8,000 lbs. | 3 | 4 | 3 | 6 | 7 |
| | 8,001 - 12,500 lbs. | 2 | 1 | 1 | 1 | 1 |
| | over 12,500 lbs. | 2 | 2 | 2 | 1 | 1 |
| | Antique, Exp. or Glider | 29 | 38 | 52 | 54 | 58 |
| | Total³ | 46 | 55 | 65 | 68 | 77 |

| ERR - Errol | Weight class | Number of Aircraft | | | | |
|-------------|--------------------------|--------------------|----------|----------|----------|----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 0 | 0 | 0 | 0 | 0 |
| | 3,001 - 8,000 lbs. | 0 | 0 | 0 | 0 | 0 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 2 | 2 | 2 | 2 | 1 |
| | Total³ | 2 | 2 | 2 | 2 | 1 |

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

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NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

| 1B5 - Franconia | Weight class | Number of Aircraft | | | | |
|-----------------|--------------------------|--------------------|-----------|-----------|-----------|-----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 0 | 0 | 0 | 0 | 0 |
| | 3,001 - 8,000 lbs. | 0 | 0 | 0 | 0 | 0 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 12 | 11 | 16 | 14 | 23 |
| | Total³ | 12 | 11 | 16 | 14 | 23 |

| 2G8 - Gorham | Weight class | Number of Aircraft | | | | |
|--------------|--------------------------|--------------------|----------|----------|----------|----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 0 | 0 | 0 | 0 | 0 |
| | 3,001 - 8,000 lbs. | 0 | 0 | 0 | 0 | 0 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 1 | 1 | 1 | 2 | 2 |
| | Total³ | 1 | 1 | 1 | 2 | 2 |

| 7B3 - Hampton | Weight class | Number of Aircraft | | | | |
|---------------|--------------------------|--------------------|-----------|-----------|-----------|-----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 4 | 7 | 6 | 4 | 6 |
| | 3,001 - 8,000 lbs. | 0 | 0 | 0 | 0 | 1 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 49 | 51 | 57 | 73 | 71 |
| | Total³ | 53 | 58 | 63 | 77 | 78 |

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

| 8B1 - Hawthorne Feather | Weight class | Number of Aircraft | | | | |
|-------------------------|--------------------------|--------------------|-----------|-----------|-----------|----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 0 | 0 | 0 | 0 | 0 |
| | 3,001 - 8,000 lbs. | 0 | 0 | 0 | 0 | 0 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 13 | 11 | 11 | 12 | 9 |
| | Total³ | 13 | 11 | 11 | 12 | 9 |

| AFN - Jaffrey | Weight class | Number of Aircraft | | | | |
|---------------|--------------------------|--------------------|-----------|-----------|-----------|-----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 5 | 5 | 4 | 3 | 2 |
| | 3,001 - 8,000 lbs. | 0 | 1 | 3 | 2 | 4 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 4 | 5 | 19 | 12 | 15 |
| | Total³ | 9 | 11 | 26 | 17 | 21 |

| LCI - Laconia | Weight class | Number of Aircraft | | | | |
|---------------|--------------------------|--------------------|-----------|------------|------------|------------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 19 | 18 | 28 | 21 | 23 |
| | 3,001 - 8,000 lbs. | 11 | 14 | 24 | 25 | 24 |
| | 8,001 - 12,500 lbs. | 3 | 0 | 1 | 0 | 0 |
| | over 12,500 lbs. | 1 | 1 | 1 | 1 | 0 |
| | Antique, Exp. or Glider | 54 | 52 | 62 | 71 | 70 |
| | Total³ | 88 | 85 | 116 | 118 | 117 |

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

| LEB - Lebanon | Weight class | Number of Aircraft | | | | |
|---------------|--------------------------|--------------------|-----------|-----------|-----------|-----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 10 | 9 | 9 | 8 | 9 |
| | 3,001 - 8,000 lbs. | 12 | 12 | 8 | 15 | 9 |
| | 8,001 - 12,500 lbs. | 2 | 3 | 1 | 1 | 1 |
| | over 12,500 lbs. | 4 | 2 | 2 | 2 | 1 |
| | Antique, Exp. or Glider | 15 | 19 | 19 | 21 | 17 |
| | Total³ | 43 | 45 | 39 | 47 | 37 |

| MHT - Manchester | Weight class | Number of Aircraft | | | | |
|------------------|--------------------------|--------------------|-----------|-----------|-----------|-----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 11 | 9 | 10 | 10 | 9 |
| | 3,001 - 8,000 lbs. | 8 | 8 | 15 | 11 | 11 |
| | 8,001 - 12,500 lbs. | 11 | 10 | 8 | 9 | 6 |
| | over 12,500 lbs. | 13 | 12 | 13 | 12 | 11 |
| | Antique, Exp. or Glider | 29 | 36 | 50 | 55 | 58 |
| | Total³ | 72 | 75 | 96 | 97 | 95 |

| 5M3 - Moultonboro | Weight class | Number of Aircraft | | | | |
|-------------------|--------------------------|--------------------|-----------|----------|------------------------|------------------------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 2 | 2 | 0 | - | - |
| | 3,001 - 8,000 lbs. | 1 | 2 | 0 | - | - |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | - | - |
| | over 12,500 lbs. | 0 | 0 | 0 | - | - |
| | Antique, Exp. or Glider | 30 | 26 | 5 | - | - |
| | Total³ | 33 | 30 | 5 | n/a⁴ | n/a⁴ |

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

⁴Owner updated airport status from Public to Private as of 07/01/2019. As a result of being a Private airport, the aircraft totals are being counted under the SAS - State Airport System.

NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

| HIE - Mt. Washington | Weight class | Number of Aircraft | | | | |
|----------------------|--------------------------|--------------------|-----------|-----------|-----------|-----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 6 | 3 | 3 | 3 | 4 |
| | 3,001 - 8,000 lbs. | 10 | 5 | 4 | 4 | 4 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 24 | 25 | 33 | 26 | 23 |
| | Total³ | 40 | 33 | 40 | 33 | 31 |

| 2N2 - Newfound Valley | Weight class | Number of Aircraft | | | | |
|-----------------------|--------------------------|--------------------|----------|----------|----------|----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 1 | 1 | 0 | 0 | 0 |
| | 3,001 - 8,000 lbs. | 1 | 1 | 0 | 0 | 0 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 1 | 1 | 3 | 3 | 3 |
| | Total³ | 3 | 3 | 3 | 3 | 3 |

| 2B3 - Parlin Field | Weight class | Number of Aircraft | | | | |
|--------------------|--------------------------|--------------------|-----------|-----------|-----------|-----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 6 | 6 | 5 | 7 | 6 |
| | 3,001 - 8,000 lbs. | 1 | 2 | 5 | 2 | 4 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 17 | 16 | 19 | 21 | 19 |
| | Total³ | 24 | 24 | 29 | 30 | 29 |

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

| PSM - Portsmouth | Weight class | Number of Aircraft | | | | |
|------------------|--------------------------|--------------------|------------|------------|------------|------------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 26 | 25 | 23 | 17 | 17 |
| | 3,001 - 8,000 lbs. | 20 | 16 | 21 | 19 | 14 |
| | 8,001 - 12,500 lbs. | 45 | 35 | 44 | 40 | 43 |
| | over 12,500 lbs. | 14 | 18 | 21 | 24 | 25 |
| | Antique, Exp. or Glider | 42 | 43 | 48 | 53 | 58 |
| | Total³ | 147 | 137 | 157 | 153 | 157 |

| 1P1 - Plymouth | Weight class | Number of Aircraft | | | | |
|----------------|--------------------------|--------------------|-----------|-----------|-----------|----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 1 | 1 | 1 | 1 | 1 |
| | 3,001 - 8,000 lbs. | 1 | 1 | 1 | 1 | 1 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 9 | 8 | 9 | 9 | 6 |
| | Total³ | 11 | 10 | 11 | 11 | 8 |

| DAW - Skyhaven | Weight class | Number of Aircraft | | | | |
|----------------|--------------------------|--------------------|-----------|-----------|-----------|-----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 5 | 7 | 5 | 5 | 4 |
| | 3,001 - 8,000 lbs. | 2 | 2 | 2 | 4 | 2 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 2 | 4 | 1 |
| | over 12,500 lbs. | 1 | 1 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 29 | 34 | 38 | 44 | 41 |
| | Total³ | 37 | 44 | 47 | 57 | 48 |

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

| 8B2 - Twin Mountain | Weight class | Number of Aircraft | | | | |
|---------------------|--------------------------|--------------------|----------|----------|----------|----------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 1 | 1 | 1 | 1 | 1 |
| | 3,001 - 8,000 lbs. | 0 | 0 | 0 | 0 | 0 |
| | 8,001 - 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | over 12,500 lbs. | 0 | 0 | 0 | 0 | 0 |
| | Antique, Exp. or Glider | 0 | 0 | 0 | 0 | 0 |
| | Total³ | 1 | 1 | 1 | 1 | 1 |

| SAS - State Airport System | Weight class | Number of Aircraft | | | | |
|----------------------------|--------------------------|--------------------|------------|------------|------------|------------|
| | | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| | 0 - 3,000 lbs. | 20 | 20 | 18 | 20 | 18 |
| | 3,001 - 8,000 lbs. | 11 | 15 | 20 | 23 | 17 |
| | 8,001 - 12,500 lbs. | 3 | 5 | 4 | 1 | 1 |
| | over 12,500 lbs. | 1 | 3 | 7 | 8 | 2 |
| | Antique, Exp. or Glider | 124 | 144 | 287 | 260 | 229 |
| | Total³ | 159 | 187 | 336 | 312 | 267 |

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

SUMMARY BREAKDOWN OF NUMBER OF AIRCRAFT REGISTERED BY WEIGHT CLASS¹
SFY2017 - SFY2018 - SFY2019 - SFY2020 - SFY2021

| Weight class | SFY2017 | | | |
|---------------------------------|---|--|--|---|
| | Total Number of Aircraft Registrations ² | Breakdown of Total | | |
| | | Number of Renewal Registrations ³ | Number of Back-Billed Registrations ⁴ | Number of New Aircraft Registrations ⁵ |
| 0 - 3,000 lbs. | 183 | 174 | 9 | DATA NOT AVAILABLE |
| 3,001 - 8,000 lbs. | 114 | 112 | 2 | |
| 8,001 - 12,500 lbs. | 69 | 66 | 3 | |
| over 12,500 lbs. | 47 | 45 | 2 | |
| Antique, Experimental or Glider | 702 | 687 | 15 | |
| Total | 1,115 | 1084 | 31 | |

| Weight class | SFY2018 | | | |
|---------------------------------|---|--|--|---|
| | Total Number of Aircraft Registrations ² | Breakdown of Total | | |
| | | Number of Renewal Registrations ³ | Number of Back-Billed Registrations ⁴ | Number of New Aircraft Registrations ⁵ |
| 0 - 3,000 lbs. | 169 | 154 | 10 | 5 |
| 3,001 - 8,000 lbs. | 120 | 105 | 8 | 7 |
| 8,001 - 12,500 lbs. | 57 | 53 | 0 | 4 |
| over 12,500 lbs. | 49 | 42 | 4 | 3 |
| Antique, Experimental or Glider | 762 | 714 | 35 | 13 |
| Total | 1,157 | 1,068 | 57 | 32 |

| Weight class | SFY2019 | | | |
|---------------------------------|---|--|--|---|
| | Total Number of Aircraft Registrations ² | Breakdown of Total | | |
| | | Number of Renewal Registrations ³ | Number of Back-Billed Registrations ⁴ | Number of New Aircraft Registrations ⁵ |
| 0 - 3,000 lbs. | 165 | 136 | 18 | 11 |
| 3,001 - 8,000 lbs. | 136 | 100 | 21 | 15 |
| 8,001 - 12,500 lbs. | 63 | 55 | 2 | 6 |
| over 12,500 lbs. | 56 | 43 | 5 | 8 |
| Antique, Experimental or Glider | 1,007 | 818 | 135 | 54 |
| Total | 1,427 | 1,152 | 181 | 94 |

| Weight class | SFY2020 | | | |
|---------------------------------|---|--|--|---|
| | Total Number of Aircraft Registrations ² | Breakdown of Total | | |
| | | Number of Renewal Registrations ³ | Number of Back-Billed Registrations ⁴ | Number of New Aircraft Registrations ⁵ |
| 0 - 3,000 lbs. | 158 | 140 | 4 | 14 |
| 3,001 - 8,000 lbs. | 147 | 121 | 2 | 24 |
| 8,001 - 12,500 lbs. | 56 | 50 | 0 | 6 |
| over 12,500 lbs. | 63 | 48 | 1 | 14 |
| Antique, Experimental or Glider | 1,006 | 910 | 23 | 73 |
| Total | 1,430 | 1,269 | 30 | 131 |

| Weight class | SFY2021 | | | |
|---------------------------------|---|--|--|---|
| | Total Number of Aircraft Registrations ² | Breakdown of Total | | |
| | | Number of Renewal Registrations ³ | Number of Back-Billed Registrations ⁴ | Number of New Aircraft Registrations ⁵ |
| 0 - 3,000 lbs. | 153 | 124 | 6 | 23 |
| 3,001 - 8,000 lbs. | 128 | 107 | 2 | 19 |
| 8,001 - 12,500 lbs. | 53 | 47 | 0 | 6 |
| over 12,500 lbs. | 51 | 41 | 2 | 8 |
| Antique, Experimental or Glider | 982 | 880 | 18 | 84 |
| Total | 1,367 | 1,199 | 28 | 140 |

¹The data is determined by the date the payment was received by the Department.

²Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft that were issued either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

³Renewal Registrations are previously registered aircraft renewing their registration.

⁴Back-Billed Registrations are those aircraft that were not new to the State of NH and the registration fees collected were for prior years when they were not in compliance with RSA 422:31 Fees.

⁵New Aircraft Registrations are those aircraft that came into the State of NH after July 1, 2018 and were manually counted by the Department.

NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS²
SFY2017 - SFY2018 - SFY2019 - SFY2020 - SFY2021

| Weight class | Number of Aircraft Registrations | | | | |
|---------------------------------|----------------------------------|-------------|-------------|-------------|-------------|
| | SFY2017 | SFY2018 | SFY2019 | SFY2020 | SFY2021 |
| 0 - 3,000 lbs. | 183 | 169 | 165 | 158 | 153 |
| 3,001 - 8,000 lbs. | 114 | 120 | 136 | 147 | 128 |
| 8,001 - 12,500 lbs. | 69 | 57 | 63 | 56 | 53 |
| over 12,500 lbs. | 47 | 49 | 56 | 63 | 51 |
| Antique, Experimental or Glider | 702 | 762 | 1007 | 1006 | 982 |
| Total³ | 1115 | 1157 | 1427 | 1430 | 1367 |

¹Number of aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver. Breakdown for 2019: 1,152 Renewals (\$546,243.66) + 181 Back-billed (\$347,718.91) + 94 New (\$50,378.48) = 1,427 aircraft (\$944,341.05) Breakdown for 2020: 1,269 Renewals (\$424,482.64) + 30 Back-billed (\$74,779.08) + 131 New (\$70,883.39) = 1,430 aircraft (\$570,145.11) Breakdown for 2021: 1,199 Renewals (\$381,278.83) + 28 Back-billed (\$18,272.67) + 140 New (\$0,063.03) = 1,367 aircraft (\$449,614.53)

New Hampshire Department of Transportation Aeronautics' Program Update

September 17, 2021 Quarterly Report
Concord, New Hampshire

FUNDING PROGRAMS

AIRPORT IMPROVEMENT PROGRAM FUNDING (AIP and SBGP)

FAA authorization runs out on Sep. 30, 2023. The Consolidated Appropriations Act of 2021 was signed into law on December 27, 2020 and appropriates \$3.35B in AIP grant funds through September 30, 2021 as well as \$400M in supplemental appropriations funding in FY 2021. Congress is working in the FY 2022 appropriations now.

CORONAVIRUS RELIEF LAWS IMPACTING AIRPORTS

To date, FAA has reimbursed NH airports approximately 98% or \$14,888,168.85 of CARES Act operations and maintenance grants (Groups 2-4). To date FAA has made CRRSA grants to the primary airports; and on September 2 we distributed CRRSA Act grant offers to 9 of the Block Grant airports. FAA should be issuing ARP Act O & M grants later this fall. For NH airports, ARP Act allocations are anticipated to be \$12,993,200. ARP Act grants are to cover costs of operations, personnel, and cleaning, including a set-aside for rent relief and other costs of airport concessionaires primarily directed toward small businesses and minority-owned firms.

NEW HAMPSHIRE AIRPORT IMPROVEMENT AND MAINTENANCE PROGRAM (NH AIM Program)

Up to \$225K/year has been appropriated for this program as the NHDOT's 80% project share; actual amount will depend on aviation fuel taxes collected (aka Airway Toll). We are anticipating that the SFY 2022 program will have approximately 60% of a normal year's funding. The deadline for receipt of pre-applications at NHDOT was extended to October 15, 2021.

AIRCRAFT OPERATING FEE (AOF) RETURNS

RSA 422:36II requires the state to return \$250,000 of the AOF to public-use airports for aeronautical purposes at those airports. Airport sponsors must report tail numbers of all their based aircraft to NHDOT/Bureau of Aeronautics on a quarterly basis to maximize these AOF Returns. SFY 2022 funds are anticipated to be disbursed in the Spring.

GRANTS TO AIRPORT SPONSORS

There continues to be no funding available in SFY 2022/2023 for the 100% grants to airport sponsors program.

AIRPORT PROPERTY TAX REIMBURSEMENT PROGRAM

Property taxes paid on the public-use portion of privately owned, publicly used airports qualified for an exemption under RSA 72:38 (eight airports are eligible). This program historically covered less than 100% of the eligible costs but continues to be unfunded in SFY 2022/2023.

PENDING NH LEGISLATION

- HB 298: AUAB's UAS member [approved].
- SB 134: Lasers and UAS issues [approved].
- HB 1 & HB 2: State operational budget [approved].

SFY 2022-23 NHDOT Capital Budgets

- Approved June 30, 2021

SFY 2022-23 NHDOT Operational Budget

- Approved June 30, 2021

REMINDERS

- Quarterly based aircraft lists are due to NHDOT by Oct. 31, 2021 to danielle.r.hutchinson@dot.nh.gov.
- A reminder that USEPA NPDES MSGP for stormwater discharges from industrial activities are due.
- Please contact NHDOT to schedule any scoping meetings that have not been held.
- NHDOT extended the deadline for receipt of pre-applications to October 15, 2021.
- NHDOT will be reaching out to those airports where we have not done 5010 inspections.
- For AIP construction projects, (4th qtr.) submit Form 5370-1 (Construction Inspection Progress Report) by October 28, 2021.
- For open AIP grants, (unless included in a closeout package) submit signed SF-425 by December 15, 2021 (including signed SF-270 or SF-271 as appropriate).
- For all open AIP non-construction projects, submit Form 5100-140 (Performance Report) by December 30, 2021.

AVIATION NEWS

- NHDOT/Bureau of Aeronautics' staff is working from the office M-F from 8:00AM-4:00PM.
- We can continue to accept most documents electronically. When in doubt, please call.
- We are currently advertising for the Aeronautics Account Technician.
- FAA has filled the Manager of Safety and Standards position (Luke Garrison).
- FAA filled a Community Planner position (John Carli).

**Aeronautical Special Fund Current Balance =
\$1,057.02**

For more information:
603-271-2552 aeronautics@dot.nh.gov
<https://www.nh.gov/dot/org/aerorailtransit/aeronautics/index.htm>

Several of New Hampshire's public-use airports continue to make needed improvements with local funds only. No federal- or state-funded projects have been issued at this time for:

Alton Bay Seaplane Base
Colebrook Airport
Errol Airport
Gorham Airport
Newfound Valley Airport
Hawthorne-Feather Airport
Twin Mountain Airport
Parlin Field
Plymouth Municipal Airport
Hampton Airfield

The 2019 and 2020 NH AIM Program for state grant funds:

- **Franconia Airport** – Airfield Turf Improvements & Obstruction Removal [nearly completed]
- **Jaffrey Airfield** – Runway Safety Improvements are underway.

Portsmouth International Airport at Pease: The runway rehabilitation project is nearly complete. Phased terminal building improvements are on-going. The Lowry Road project is complete. The airport plans on SRE purchase in FY 2021. Received a grant for SRE purchase.

Lebanon Municipal Airport: The snow removal equipment building is awaiting final inspection. Runway needs study is wrapping up as are the terminal loop road/parking lot improvements, and SRE acquisition projects. In FY 2021 the EA, FAA reimbursable agreement, and SRE building/terminal building improvements were granted.

Dillant-Hopkins Airport: Paving the airport's Taxiway A extension was recently completed. FAA reimbursable agreement project are underway. Grants for the Taxiway A reconstruction and have been issued.

Laconia Municipal Airport: Their apron pavement maintenance project is underway. The subgrant offer for obstruction removal is going through the G & C process now.

Mt. Washington Regional Airport: The airport's obstruction lighting and pavement maintenance projects are in process are wrapping up. The FY 2021 project for SRE acquisition will be granted shortly.

Dean Memorial Airport: A project to evaluate the feasibility of acquiring land to restore runway safety areas is underway.

Skyhaven Airport: A project to design of terminal apron improvements is underway.

Concord Municipal Airport: The airport's terminal area study and Taxiway A projects are wrapping up. Their project to acquire SRE is underway.

Nashua Airport: A project to rehabilitate taxiways at the airport has wrapped up. The FY 2021 project to rehabilitate Taxiway A is pending FAA funding.

Berlin Regional Airport: The airport's maintenance, repair, and lighting of their terminal apron is nearing completion.

Claremont Municipal Airport: The new terminal building, airport master plan update and environmental assessment are completed. The airport's FY 2021 projects will include easement acquisition, obstruction removal, and runway rehabilitation.

Manchester-Boston Regional Airport: The airport has on-going projects that reconstruct a portion of several taxiways, remove obstructions, address geometric/hot spot issues, replace terminal building/garage fire alarm systems, replace escalators, acquire SRE, and apron improvements. Projects involving Taxiway H construction and Runway 17-35 design were recently approved by G & C.



TSA Passenger Throughput Levels

